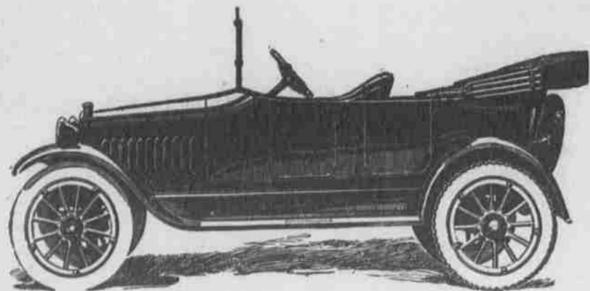


"SAXON SIX"

A Big Touring Car For Five People



The Top Place Car in Its Price Class

Here is a finished example of the modern quality car. It will meet fully your ideals—in beauty, in luxury, in comfort, in strength, in speed, in power.

It typifies—in every feature, in every detail—the newest developments in fine automobile construction. And the price—\$885—is a new price for a class car.

HERE ARE RESISTLESS ATTRIBUTES

If you seek the utmost in present-day automobile value—then this Saxon "Six" at \$885 will surely win you.

It has Lightness—gained through costly materials and ably design. So it is strong and rugged, too.

It has Power—of fluid smoothness and flexibility. No car of like price can compare—we believe—in acceleration and all-around performance under all conditions. And this Saxon "Six" high-speed motor develops greater power per gallon of gasoline.

It has Beauty—unrivaled yacht-line grace. Its finish is of superb and lasting lustre. It has Comfort—it is a big, roomy car. All five passengers have ample space. The wheel-base is 112 inches.

It has operative Economy. Saxon "Six" high-speed motor saves greatly in fuel cost. It has a two-unit electric starting and lighting system—silent, efficient, reliable.

It has Timken axles, with full Timken bearings throughout the chassis. Even costly cars have no better. It has helical bevel driving gears. Thus the noise and friction common to many cars are eliminated in Saxon "Six."

It has linoleum covered aluminum bound running boards and floor boards—and nearly a score more of further refinements. Come see this new series Saxon "Six." You'll find it the top place car of the times—at anywhere near its price.

- "SIXES"
- Touring Car \$885
- Roadster \$885
- "FOURS"
- Roadster \$495
- Delivery Car \$495

LLOYD L. RYAN, Agent

173 South Liberty

Telephone 783

Automobile News

Fads and Fancies For the Motorist

To prevent the tracking of mud, snow or water into the car the new "squeeze" foot mat, secured to the running board, will be found most useful. The mat consists of an enameled metal plate having a series of long slits through which strips of rubber protrude for about an eighth of an inch. The mats are a foot long, 1 1/2 inches wide and extend three-eighths of an inch above the surface of the running board. When the strips begin to wear they can be replaced.

Patent leather mules in patent leather cases, both lined with purple moire silk, are an excellent addition to the overnight bag.

Among the new hats those in leather and pongee combinations are made of red or patent leather, while the crowns which are tam-shaped are finished with buttons of the leather. Red shaded veils with black silk borders are worn with these hats.

Tailored gowns of "khaki wool" are being made for southern wear. The smartest of the gowns are in the coarsest canvas weave trimmed with leather. One suit has a red leather collar with cuffs and belt to match; the skirt is trimmed with narrow folds of the leather. A red crepe de chine shirtwaist is worn under the suit, with a smart, black velvet, beaded girle and black velvet four-in-hand tie.

Shallow nickel drinking cups with handles made in leather cases. The cups are extra wide and hold very nearly as much as the deeper ones.

Round leather toilet bags that are drawn up with a cord are fitted with circular bands which carry the toilet articles. This is removable and may be used in another bag or put away when its own bag is in use for other purposes. These bags come in all the popular leathers.

Old fashioned coaching parasols have come into favor for automobile use. They are made on a little different model from those of former days. They now appear in Japanese form with straight tops, short handles and very elegant frames. They are covered in the heavy pongee, staple colored satins and heavy silks, most of which have been rain proofed.

Baby lamb is the fur used in the making of a rather unusual coat which is cut in Raglan model, fitting the shoulders closely, but flaring so that when it reaches the bottom of the dress it measures five yards around. The sleeves are a combination of the drop and Dolman models, and the cuffs are so arranged that they may be turned down over the hand if the weather is extreme. The collar is convertible and may be turned well up around the head. The coat is lined with black and gold pussy-willow silk. The hat that is worn with the coat is the latest model in the fur market. The crown band is of panne velvet, while the tan top is of fur finished with a velvet burton and a black silk tassel.

RECORD OF PAST YEAR WILL BE SURPASSED

RECENT AUTOMOBILE SHOW IN NEW YORK GREATEST EVENT IN HISTORY OF ITS KIND

The past year has marked the greatest epoch in the history of the automobile industry, and according to manufacturers, the current season will see a previous wonderful record surpassed.

To give the uninitiated some idea of the magnitude of the industry, there were eighty-seven manufacturers of complete automobiles who exhibited their cars at the recent show in New York. On the floors of the Grand Central Palace there were more than 300 different models, from tiny roadsters to luxurious limousines seating as many as nine passengers. Between these two types there is a variety of vehicle affording the widest opportunities of selection.

Perhaps the most noticeable feature of this year's models, aside from the general reduction in prices made possible by the standardization of manufacturing operations, is the remarkable increase in the number of eight and twelve cylinder cars exhibited. While last year the battle of the "fours" and "sixes" attracted the attention of every one interested in the show, this year the conflict has spread over more territory and the "eights" and the "twelves" have their numerous supporters among the leaders of the industry.

Although power plant construction has reached a point where the existing "fours" and "sixes" have met with the approval of their manufacturers, and few radical changes are noted, there are many innovations to give the motorists something to talk about. New starting and lighting systems, new wire wheels, new spark plugs, new magnets, new types of transmission, new gear shifts and novelties in many other parts of the car are attracting attention.

Many of the mechanical changes are not particularly noticeable to the laymen, who are struck by the more apparent improvements in the design and construction of bodies. Particular attention has been paid to making bodies that will seat more persons with more comfort. This is true of the enclosed car, touring car and roadster. Divided front seats have had much to do with making these improvements possible. There are shown this year a great number of roadsters which, while they pre-

serve their racy appearance, have seating capacities for three, and in some cases four, persons. In these models, in the majority of instances, there is but one set of doors. Riding in these models is much more comfortable than in the older types, and sociability is promoted by the enclosure of all the seats under one top. No longer does the third passenger sit on the rumble, cut off from communication with the occupants of the front seat.

Bodies are lighter this year, thus allowing motors to accomplish more on the hills. The wide use of aluminum has contributed much toward lightening these bodies—in fact, manufacturers are using this metal in various parts of the car to a greater extent than ever before.

Seating arrangements in the touring and sedan models, in particular, have been much improved. Swivel seats are noted in several models and the occupants of these cars are enabled to face in any direction.

Decorations have reached a higher plane, if possible, than last year. Upholstering has been improved and the accessories have been provided with a view to meeting the slightest need of the motorist. Comfort on a scale undreamed of in the early days of the industry is now provided in even the low priced lines.

The convertible body, which had such a rapid rise to popularity in the last year, makes it possible for the automobile owner now to use his single model the year around. The change from the open to the closed type, or vice versa, is very readily accomplished, and in either form the car looks the part. These automobiles are particularly suited for the use of the woman motorist, for they afford her protection from the sun in summer and the cold winds in winter. In many models the top is permanent and the change from the closed to the open type is made through the use of disappearing doors and windows.

WACONDA NEWS

(Capital Journal Special Service.)
Wacanda, Ore., Mar. 11.—Mr. and Mrs. John Smith, of Fairfield, were Wacanda visitors Friday.

Miss Ellen Savage returned from Portland Friday, where she has been visiting for a week with friends and relatives.

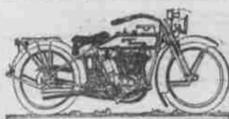
Mr. and Mrs. G. H. Finney were in Woodburn on business Thursday.

Miss Gladys Humphrey spent the weekend with her parents, Mr. and Mrs. T. C. Humphrey, of Portland.

Mr. and Mrs. P. R. Dullette spent Tuesday and Wednesday in Salem.

Miss Alice Palmer, of Salem, visited her parents, Mr. and Mrs. E. M. Palmer, last Sunday.

Mr. and Mrs. J. W. Whelan and fam-



The 1916 Harley-Davidson Motorcycle is Here

It's a beauty. Style and snap in every line—finish without an equal.

The new Harley-Davidson shows matchless attention to the finest detail—no unsightly or flimsy trappings mar the appearance of the finished product.

This latest Harley-Davidson product spells real luxury as it has never been known before.

Come in and see the new Harley-Davidson today. It will be a revelation in beauty, style and comfort, to say nothing of the remarkable attention which has been paid to those refinements which appeal more particularly to experienced riders.

SCOTT & PIPER
252 State

ily, of Liberty, spent a few days at the home of Mr. and Mrs. J. C. Savage, last week.

Think This Over

—The man who advertises a little and then says adverbs (using does not pay is like unto the man who burns one match beneath a five-barrel kettle of water and then says fire will not heat water.

Continuing firing away will remove any mountain.

Jones,
THE AD MAN

Maxwell Cars Will Race On Speedways

Motor speedway events of 1916 will again include the Maxwell cars, which last year made a conspicuously successful campaign in the hands of Barney Oldfield, Eddie Rickenbacker and others. The team of able flyers will be present, however, in a new color scheme and with a body design greatly changed as the result of scientific experiments in wind resistance.

White and red is the new combination for the cars. The cars will be narrower, the crews will taper to a "fishtail" rear end.

The Maxwell fleet, which is now owned by the Prestolite Company, of Indianapolis, comprises four cars, all exactly alike. These Rickenbacker, the captain, expects to divide into two racing teams, racing the pairs alternately at the different meetings. His companion driver has not yet been selected. One of the Maxwells—the winner at

Omaha, Sioux City and Providence last year and the first American car to finish at Chicago—has already received its new body and may make its first start in the Corona (Calif.) road race, scheduled for March 17.

It was on this course a year ago that Oldfield, driving a Maxwell, set a new record by driving the entire distance—more than 300 miles—without a stop at the rate of more than 85 miles an hour.

Improvements and service parts for the cars will be built at the Maxwell Motor Company's machine shops in Detroit.

28 Miles to Gallon Over Steep Hills

My Saxon roadster, purchased in the fall of 1915 is certainly giving wonderful results. It has never failed me yet and my wife and I often take trips of 100 miles or more in one day. On several trips from Worcester, Massachusetts to Hartford, Connecticut, over some very steep hills, we averaged 28

miles to the gallon of gasoline. For the man who wants a sturdy, economical machine I certainly recommend the Saxon. I will have no other.

EDWARD G. DAY,
Worcester, Mass.

Trainload Shipment to Be Sent to Spokane

C. P. Brewer Places Contract For One Shipment of 100 Cars.

C. P. Brewer, president of the Brewer Motor Car company, Saxon distributor in Spokane, Washington, has just placed a contract for 100 Saxons to be delivered in a trainload shipment some time in March.

According to Mr. Brewer, who has just returned from visiting several of the automobile shows, the outlook for spring business is almost beyond belief. "We will break all records this spring—you can't keep a good car down"—he is quoted as saying.

Treaty Provides for Our Entering Mexico

Washington, Mar. 10.—With regard to American troops entering Mexico, the treaty between the United States and that republic provides: "It is agreed that the regular federal troops of the two republics may reciprocally cross the boundary line when they are in close pursuit of a band of savage Indians."

The treaty was negotiated in 1882, and later renewed. The administration is proceeding on the legal assumption that outlaws come under the same category as "savage Indians." Certain limitations are provided in the treaty. The soldiers can cross only in unpopulated, desert portions of the country. They must give prior notice and they shall not establish themselves in the foreign land longer than absolutely necessary.

President Wilson told Chairman Flood of the house foreign relations committee today that the order had been made without General Carranza's advice or consent, as it had been impossible to reach him.

Story of Machine Guns Stirrs Administration

Washington, Mar. 10.—No single incident of the Columbus aroused greater interest today than Private Barton's reported statement that American machine guns failed to work at critical moments.

General Scott, chief of staff, said: "The machine guns were supposed to be in good condition. If my information tends to confirm these reports I shall order an investigation."

He said he knew nothing regarding the intimations from border settlers that unity of the American patrol permitted the raid.

New Today ads costs you less than you think—worth more than you realize.

FLYING SPARKS OF MOTORDOM

With the idea of preventing senseless rate-cutting and other unprofitable competition, the truck owners and drivers of the Mohave, Arizona, have formed an association. More than 100 trucks are running between Kingman and Oatman, the new boom gold-mining camp, 20 miles southwest of Kingman.

In Maine 21,754 cars were licensed in 1915. Maine is working out a state highway system which will connect 73 per cent of the population of the state and make all the points of interest accessible to tourists over good roads.

There are 13,570 cars owned in Milwaukee.

A campaign has been begun for \$250,000 to build a bridge across the Mississippi river in Madison, N. D., as part of the National Parks highway. This is the last unbridged crossing of the highway between Boston and Seattle.

That pedestrians are as much if not more to blame in the majority of accidents in which they are injured by motor cars has been brought out in connection with a vigorous campaign being waged in Syracuse, N. Y., for "safety first."

Because two carloads of number plates for the state of Iowa have been lost in transit between St. Paul and Des Moines, the state registration department is 25,000 number plates behind in its orders for 1916. The number of registrations for the year already has passed 65,000.

The Milwaukee Engineer's society has taken cognizance of the parking problem in Milwaukee, Wisconsin, and appointed a committee to make plans for setting aside certain streets and providing other space for parking motor cars in the downtown district during business hours.

During the first 15 days of 1916, 22,250 applications from private owners for 1916 were received by the secretary of state of Wisconsin. During the same period of 1915, the number of applications was only 9,750.

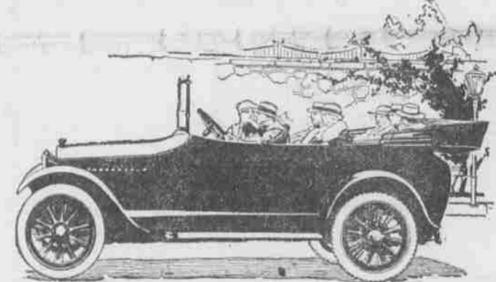
Three thousand and eight motorists were arrested for speeding and violation of other traffic laws during 1915, according to statistics made public by the police department in St. Louis. This figure represents a fifth of the total number of car owners in the city.

Predictions of registration in New York state are for 275,000 in 1916. In the metropolitan district 31,400 cars have been licensed so far, as against 22,000 for the same period last year. Chauffeurs licensed number 11,125 as against 12,000 in the first two weeks of 1915.

A department of highways has been created by the Ontario government.



Quality First



The New Chalmers Six-30

The new Chalmers Six-30 engine turns up 3400 revolutions per minute. This is the fastest engine speed ever developed in an American stock car. Such super engine speed from a small motor means great power and perfect roadability.

In driving through city traffic or over the country roads, 3400 R. P. M. means Performance with a capital P. On the city street it may be throttled down to two miles per hour on high. In less than ten seconds it accelerates to twenty-five miles per hour. It develops .2 horsepower per cubic inch of piston displacement. At 2600 R. P. M. this engine develops 45 horsepower. The faster the engine speeds the smoother it runs. It is as sensitive to the throttle as a Blue Grass gelding to the spur.

The Chalmers Six-30, with 3400 R. P. M. engine, which sells for \$1175 f. o. b. Salem, maintains the high standards of construction which have characterized every previous Chalmers model.

Only long years of experience, greatly increased quantity production and even greater efficiency have enabled us to announce this new Chalmers six-cylinder, five-passenger touring car at \$1175.00.

We wanted to fix the price of this car at \$1000. But we found that we could not afford to sell it at that price without some sacrifice of Chalmers Quality. Rather than market a car which did not conform to our standards in every detail, we were forced to make the selling price of the Six-30, \$1175.

In 1909 we announced the first Chalmers 30, at \$1500; it set a new standard of values. Thousands of those 30's are in active service today, after covering hundreds of thousands of miles on the road. "Old Reliable," the first Chalmers 30 built, is still rolling up the mileage after 300,000 miles of road service.

Inspired by the record of the old 30, Chalmers engineers resolved that the most fitting name for the latest Chalmers creation was Six-30. Hence the reinstatement of the line of 30, with the announcement of a new car with more power, more stamina and more reserve than the old.

The Six-30 is no experiment. Its principles have been tried, tested and proved throughout long years of building. It combines the best features of previous Chalmers, with the refinement which has come with automobile engineering advancement. Months before this car was announced it was driven over the steep mountain grades of Pennsylvania. It stood up under every test, on prolonged cross-country flights.

SEE THIS CAR AND HAVE THE TESTS MADE

Halverson & Burns

Corner High and Ferrv

SALEM, OREGON